

25 July 1979

MEMORANDUM FOR: General Counsel  
Deputy Director for Operations

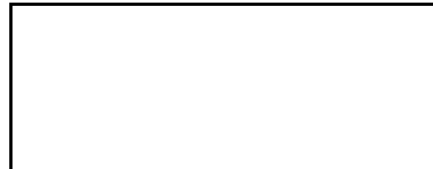
TATINTL

FROM:   
Chief, Regulations Control Division  
Information Services Staff

SUBJECT: Proposed Employee Bulletin on Van Pooling

1. The Office of Logistics has proposed a bulletin to solicit employee interest in van pools. A copy is attached. The Regulations Control Division submitted the proposal to OGC and the DO informally and received indication of comments.

2. Please accept this memorandum as a request for formal review and comment so the Office of Logistics will be better able to address the issues. May we have your response by 1 August 1979.



STATINT

cc: OL  
EO/DDA

EMPLOYEE SURVEY ON VAN POOLING

1. This country currently faces the most serious energy crisis in its history. One of the most effective means of dealing with a part of this crisis is through the Share-A-Ride Program known more commonly as van pooling. Simply stated, a van pool is a group of from 10-15 persons who share a vehicle from home to work, and return, each day. There is a driver-coordinator and an alternate to drive the vehicle, set-up routes, and collect fees. The advantages from van pooling are many - preferred parking, economical transportation, exemption from the odd-even gasoline purchasing plan, high priority in the event of gasoline rationing, and relief from the everyday hassles of driving. Added advantages to the driver-coordinator would be free transportation back and forth to work and dependent upon the method of obtaining the van, use of the vehicle at night and on the weekends at minimal cost. In addition, each van pool has the potential of removing as many as 14 vehicles from our highways. This action would result in a significant reduction of fuel consumed as well as reducing pollution and decreasing traffic congestion, especially during rush hours.

2. Purchasing a van most certainly requires an investment of personal funds although the Credit Union will normally finance 100% of the purchase price up to \$15,000. Direct leasing, on the other hand, would only require a bond. A non-profit organization called VANGO, established with federal funds, is located in Maryland and leases vehicles for van pooling. This company is authorized to operate in the state of Maryland and the District of Columbia but not the state of Virginia. VANGO provides the van, arranges for insurance and special licenses that might be required, and normally enters into a leasing agreement that could be terminated in 30 days. There is no investment of funds required by the members of the van pool.

3. Although there is no leasing company such as VANGO currently established in Virginia, a strong response from Virginia residents would provide us with the necessary leverage to approach appropriate state and local officials in concert with other federal enclaves in Northern Virginia. Before we proceed further with our investigation and liaison with the Virginia state government, we must determine the employee degree of interest in such a program.

4. If you are interested in participating in van pooling (including residents of Maryland and District of Columbia),

please complete the attached questionnaire and return it to  
Room 1J45 Headquarters on or before \_\_\_\_\_ . You may

STATINTL call extension  if any questions arise.

Attachment

*date (should be  
2 wks from  
date of Print!  
(SE)*

COMMUTER VAN POOL QUESTIONNAIRE

I am interested in becoming a member of a Commuter Van  
Pool. I would like to be a (circle one) Driver Passenger  
Either

1. Name \_\_\_\_\_
2. Badge No. \_\_\_\_\_
3. Building \_\_\_\_\_
4. Extension \_\_\_\_\_
- \*5. Home Address (to include County of Residence) \_\_\_\_\_
6. Duty Hours: Start Work \_\_\_\_\_ Leave Work \_\_\_\_\_
7. Are you under cover? (circle one) Yes No

*LOCATER Board*  
\*If you have access to Office of Personnel car pool/~~grid map~~,  
please indicate grid.